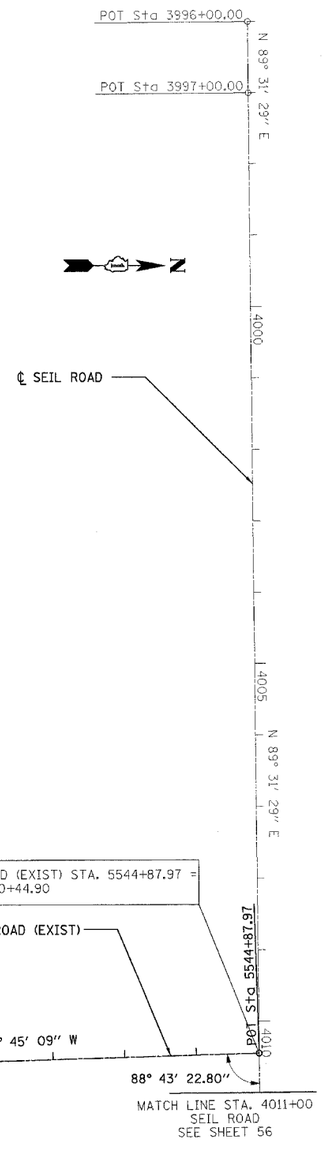
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	WILL	608	57
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

* (26, 26HB-1&114) R-2 CONTRACT NO. 60363

ALIGNMENT DATA, CONTINUED FROM SHEET 55



IL-59 SOUTHBOUND EXISTING ENTRANCE RAMP

CURVE "B-2"	CURVE "B-3"	CURVE "B-4"
PI STA. = 121+10.12	PI STA. = 125+56.79	PI STA. = 128+20.10
N = 1,762,173.00	N = 1,762,619.56	N = 1,762,881.82
E = 1,021,229.97	E = 1,021,247.55	E = 1,021,271.81
Δ = 4° 01' 22" (RT)	Δ = 3° 01' 48" (RT)	Δ = 6° 52' 57" (LT)
D = 0° 40' 52"	D = 1° 00' 00"	D = 3° 29' 57"
R = 8,410.64'	R = 5,729.25'	R = 1,637.36'
T = 295.38'	T = 151.53'	T = 98.46'
L = 590.52'	L = 302.98'	L = 196.68'
E = 5.19'	E = 2.00'	E = 2.96'
e = N/A	e = N/A	e = N/A
T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 118+14.74	P.C. STA. = 124+05.26	P.C. STA. = 127+21.64
N = 1,761,877.76	N = 1,762,468.15	N = 1,762,783.78
E = 1,021,239.09	E = 1,021,241.59	E = 1,021,262.74
P.T. STA. = 124+05.26	P.T. STA. = 127+08.24	P.T. STA. = 129+18.32
N = 1,762,468.15	N = 1,762,770.44	N = 1,762,980.24
E = 1,021,241.59	E = 1,021,261.51	E = 1,021,269.06

IL-59 NORTHBOUND EXISTING EXIT RAMP

CURVE "B-4A"	CURVE "B-5"	CURVE "B-6"	CURVE "B-7"
PI STA. = 120+85.75	PI STA. = 125+70.00	PI STA. = 134+97.03	PI STA. = 150+23.82
N = 1,762,151.47	N = 1,762,632.75	N = 1,763,396.69	N = 1,764,864.37
E = 1,021,340.04	E = 1,021,397.36	E = 1,021,937.52	E = 1,021,265.60
Δ = 5° 32' 10" (RT)	Δ = 28° 28' 17" (RT)	Δ = 59° 51' 43" (LT)	Δ = 21° 11' 30" (RT)
D = 1° 00' 00"	D = 7° 00' 00"	D = 6° 59' 45"	D = 6° 59' 45"
R = 5,729.67'	R = 818.52'	R = 819.01'	R = 819.00'
T = 277.02'	T = 207.66'	T = 471.54'	T = 153.21'
L = 553.61'	L = 406.74'	L = 855.69'	L = 302.92'
E = 6.69'	E = 25.93'	E = 126.04'	E = 14.21'
e = N/A	e = N/A	e = N/A	e = N/A
T.R. = N/A	T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 118+08.73	P.C. STA. = 123+62.34	P.C. STA. = 130+25.49	P.C. STA. = 148+70.61
N = 1,761,874.52	N = 1,762,426.55	N = 1,763,011.67	N = 1,764,725.06
E = 1,021,333.97	E = 1,021,372.80	E = 1,021,665.28	E = 1,021,329.37
P.T. STA. = 123+62.34	P.T. STA. = 127+69.08	P.T. STA. = 138+81.18	P.T. STA. = 151+73.53
N = 1,762,426.55	N = 1,762,802.31	N = 1,763,825.44	N = 1,765,017.31
E = 1,021,372.80	E = 1,021,517.25	E = 1,021,741.23	E = 1,021,256.49

EXISTING EAST FRONTAGE ROAD

CURVE "B-8"	CURVE "B-9"	CURVE "B-10"	CURVE "B-11"	CURVE "B-12"
PI STA. = 6040+49.03	PI STA. = 6045+34.34	PI STA. = 6050+97.08	PI STA. = 6054+96.20	PI STA. = 6062+37.92
N = 1,762,116.64	N = 1,762,600.85	N = 1,763,052.14	N = 1,763,448.86	N = 1,764,190.36
E = 1,021,384.29	E = 1,021,424.43	E = 1,021,782.31	E = 1,021,865.87	E = 1,021,789.57
Δ = 6° 32' 28" (RT)	Δ = 33° 42' 12" (RT)	Δ = 26° 36' 55" (LT)	Δ = 17° 46' 14" (LT)	Δ = 33° 17' 22" (RT)
D = 1° 16' 12"	D = 7° 36' 32"	D = 7° 45' 42"	D = 3° 52' 50"	D = 5° 49' 17"
R = 4,511.00'	R = 753.02'	R = 738.19'	R = 1,476.44'	R = 984.25'
T = 257.78'	T = 228.09'	T = 174.60'	T = 230.82'	T = 294.26'
L = 514.99'	L = 442.95'	L = 342.90'	L = 457.93'	L = 571.86'
E = 7.36'	E = 33.79'	E = 20.37'	E = 17.93'	E = 43.04'
e = N/A	e = N/A	e = N/A	e = N/A	e = N/A
T.R. = N/A	T.R. = N/A	T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 6037+91.26	P.C. STA. = 6043+06.25	P.C. STA. = 6049+22.48	P.C. STA. = 6052+65.38	P.C. STA. = 6059+43.66
N = 1,761,858.99	N = 1,762,373.54	N = 1,762,915.52	N = 1,763,223.00	N = 1,763,897.65
E = 1,021,392.39	E = 1,021,405.59	E = 1,021,673.59	E = 1,021,818.30	E = 1,021,819.69
P.T. STA. = 6043+06.25	P.T. STA. = 6047+49.20	P.T. STA. = 6052+65.38	P.T. STA. = 6057+23.31	P.T. STA. = 6065+15.52
N = 1,762,373.54	N = 1,762,779.50	N = 1,763,223.00	N = 1,763,678.46	N = 1,764,451.57
E = 1,021,405.59	E = 1,021,566.24	E = 1,021,818.30	E = 1,021,842.25	E = 1,021,925.05

ABANDONED WEST FRONTAGE ROAD

CURVE "B-13"	CURVE "B-14"	CURVE "B-15"
PI STA. = 5040+99.77	PI STA. = 5045+63.18	PI STA. = 5048+08.68
N = 1,762,160.58	N = 1,762,623.90	N = 1,762,868.42
E = 1,021,163.43	E = 1,021,181.67	E = 1,021,204.29
Δ = 4° 03' 25" (RT)	Δ = 3° 01' 48" (RT)	Δ = 5° 44' 56" (LT)
D = 0° 39' 14"	D = 0° 59' 19"	D = 3° 38' 47"
R = 8,763.78'	R = 5,795.37'	R = 1,571.36'
T = 310.40'	T = 153.28'	T = 78.90'
L = 620.53'	L = 306.48'	L = 157.67'
E = 5.50'	E = 2.03'	E = 1.98'
e = N/A	e = N/A	e = N/A
T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA. = 5037+89.37	P.C. STA. = 5044+09.91	P.C. STA. = 5047+29.78
N = 1,761,850.3	N = 1,762,470.74	N = 1,762,789.86
E = 1,021,173.20	E = 1,021,175.64	E = 1,021,197.02
P.T. STA. = 5044+09.91	P.T. STA. = 5047+16.39	P.T. STA. = 5048+87.45
N = 1,762,470.74	N = 1,762,776.52	N = 1,762,947.32
E = 1,021,175.64	E = 1,021,195.79	E = 1,021,203.65

PROPOSED IL-59

CURVE "B-28"	CURVE "B-29"	CURVE "B-30"
PI STA. = 7485+80.19	PI STA. = 7516+58.64	PI STA. = 7519+62.60
N = 1,763,925.14	N = 1,767,003.87	N = 1,767,307.22
E = 1,021,265.47	E = 1,021,180.24	E = 1,021,160.64
Δ = 15° 10' 55" (LT)	Δ = 2° 06' 39" (LT)	Δ = 1° 55' 04" (RT)
D = 6° 07' 40"	D = 0° 45' 48"	D = 0° 34' 43"
R = 935.04'	R = 7,506.55'	R = 9,899.92'
T = 124.61'	T = 138.30'	T = 165.69'
L = 247.76'	L = 276.57'	L = 331.34'
E = 8.27'	E = 1.27'	E = 1.39'
e = 0.02	e = N/A	e = N/A
T.R. = 70'	T.R. = N/A	T.R. = N/A
S.E. RUN = 70'	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 7484+55.58	P.C. STA = 7515+20.35	P.C. STA = 7517+96.91
N = 1,763,804.02	N = 1,766,865.63	N = 1,767,141.88
E = 1,021,236.18	E = 1,021,184.07	E = 1,021,171.32
P.T. STA = 7487+03.34	P.T. STA = 7517+96.91	P.T. STA = 7521+28.25
N = 1,764,049.70	N = 1,767,141.88	N = 1,767,472.83
E = 1,021,262.03	E = 1,021,171.32	E = 1,021,155.50

PROPOSED EAST FRONTAGE ROAD

CURVE "B-21"	CURVE "B-22"	CURVE "B-23"	CURVE "B-24"	CURVE "B-24A"	CURVE "B-24B"
PI STA. = 6503+27.30	PI STA. = 6514+92.17	PI STA. = 6525+57.34	PI STA. = 6528+52.39	PI STA. = 6529+79.79	PI STA. = 6532+69.27
N = 1,759,754.74	N = 1,760,869.74	N = 1,761,883.19	N = 1,762,185.14	N = 1,762,312.35	N = 1,762,600.85
E = 1,021,458.59	E = 1,021,808.24	E = 1,021,385.52	E = 1,021,393.45	E = 1,021,400.51	E = 1,021,424.43
Δ = 19° 12' 46" (RT)	Δ = 40° 03' 09" (LT)	Δ = 24° 08' 41" (RT)	Δ = 1° 40' 36" (RT)	Δ = 1° 33' 35" (RT)	Δ = 33° 42' 12" (RT)
D = 4° 57' 56"	D = 5° 12' 47"	D = 5° 11' 29"	D = 1° 16' 12"	D = 1° 16' 12"	D = 7° 36' 32"
R = 1,153.87'	R = 1,099.08'	R = 1,103.67'	R = 4,511.00'	R = 4,511.00'	R = 753.02'
T = 195.30'	T = 400.60'	T = 236.05'	T = 66.00'	T = 61.40'	T = 228.09'
L = 386.92'	L = 768.31'	L = 465.09'	L = 132.00'	L = 122.79'	L = 442.95'
E = 16.41'	E = 70.73'	E = 24.96'	E = 0.48'	E = 0.42'	E = 33.79'
e = 0.033	e = 0.034	e = 0.034	e = N/A	e = N/A	e = N/A
T.R. = 28'	T.R. = 28'	T.R. = 28'	T.R. = N/A	T.R. = N/A	T.R. = N/A
S.E. RUN = 120'	S.E. RUN = 120'	S.E. RUN = 120'	S.E. RUN = N/A	S.E. RUN = N/A	S.E. RUN = N/A
P.C. STA = 6501+32.00	P.C. STA = 6510+91.56	P.C. STA = 6523+21.30	P.C. STA = 6527+86.39	P.C. STA. = 6529+18.39	P.C. STA. = 6530+41.18
N = 1,759,559.55	N = 1,760,487.50	N = 1,761,665.33	N = 1,762,119.16	N = 1,762,251.04	N = 1,762,373.54
E = 1,021,464.73	E = 1,021,688.38	E = 1,021,476.39	E = 1,021,391.72	E = 1,021,397.11	E = 1,021,405.59
P.T. STA = 6505+18.92	P.T. STA = 6518+59.87	P.T. STA = 6527+86.39	P.T. STA = 6529+18.39	P.T. STA. = 6530+41.18	P.T. STA. = 6534+84.13
N = 1,759,941.09	N = 1,761,239.47	N = 1,762,119.16	N = 1,762,251.04	N = 1,762,373.54	N = 1,762,779.50
E = 1,021,517.03	E = 1,021,654.03	E = 1,021,391.72	E = 1,021,397.11	E = 1,021,405.59	E = 1,021,566.24

ALIGNMENT TIE DATA

ALIGNMENT	ALIGNMENT STA.	O/S	NORTHING	EASTING	ALIGNMENT STA.	O/S	NORTHING	EASTING
SB IL-59 ENTRANCE RAMP EXIST	118+08.58	℄	1,761,871.60	1,021,239.28	129+18.32	℄	1,762,980.24	1,021,269.06
NB IL-59 EXIT RAMP EXIST	116+99.93	℄	1,761,765.74	1,021,331.59	157+74.37	℄	1,765,617.09	1,021,220.78
EAST FRONTAGE ROAD EXIST	6000+00.00	℄	1,758,069.61	1,021,511.61	6084+29.55	℄	1,766,150.66	1,022,806.32
WEST FRONTAGE ROAD ABANDONED	5000+00.00	℄	1,758,062.84	1,021,292.40	5050+12.35	℄	1,763,072.21	1,021,202.63
IL59 EXIST	2975+00.00	℄	1,762,846.42	1,021,285.77	3032+69.29	℄	1,768,613.32	1,021,120.07
I-55 EXIST	54+00.00	℄	1,755,467.43	1,021,481.04	170+00.00	℄	1,766,705.96	1,022,969.98
SB IL-59 ENTRANCE RAMP PROP	7000+00.00	℄	1,762969.16	1,021,006.49	7035+70.90	℄	1,759,570.76	1,021,298.32
NB IL-59 EXIT RAMP PROP	8000+00.00	℄	1,759,544.78	1,021,411.17	8036+79.66	℄	1,762,969.62	1,021,062.16
EAST FRONTAGE ROAD PROP	6500+00.00	℄	1,758,727.96	1,021,490.89	6536+00.00	℄	1,762,870.45	1,021,638.03
WEST FRONTAGE ROAD EXIST	5500+00.00	℄	1,758,753.25	1,021,270.67	5544+87.97	℄	1,762,962.59	1,020,214.85
IL59 PROPOSED	7473+95.00	℄	1,762,773.16	1,020,986.86	7532+69.29	℄	1,768,613.32	1,021,120.07
SEIL ROAD	3996+00.00	℄	1,762,950.61	1,018,770.00	4021+00.00	℄	1,762,971.35	1,021,269.91

BENCHMARK DESCRIPTIONS

TBM#1 TOP OF A LARGE NAIL SET IN THE EAST FACE OF POWER POLE ON WEST SIDE OF WEST FRONTAGE RD. NEAR STA. 116+00 (I-55 CENTERLINE). ELEV. 595.91

TBM#2 SQUARE CUT ON TOP OF NORTH END OF BOX CULVERT HEADWALL ON WEST SIDE OF WEST FRONTAGE RD. +/- 6 FEET WEST OF WEST EDGE OF PAVEMENT NEAR STA. 102+95 (I-55 CENTERLINE). ELEV. 584.73

~~TBM#3 SQUARE CUT ON TOP OF BOX CULVERT HEADWALL (NEAR CENTER OF THE HEADWALL) AT THE NORTHWEST CORNER OF THE INTERSECTION OF SEIL RD. AND WEST FRONTAGE RD. ELEV. 591.70~~

TBM#4 SQUARE CUT ON NORTHERLY END OF CONCRETE FLOOR OF BOX CULVERT END SECTION LOCATED ON EAST SIDE OF IL-59 NEAR STA. 7499+81 (IL-59 CENTERLINE). ELEV. 576.00

TBM#5 SQUARE CUT ON TOP OF RETAINING WALL NEAR DU PAGE RIVER BRIDGE ON EAST SIDE OF IL-59 AND +/- 34 FEET SOUTH OF THE SOUTH ABUTMENT. ELEV. 582.06

TBM#6 SQUARE CUT ON TOP OF CONCRETE FOUNDATION (@ ITS WEST EDGE) FOR THE HIGH MAST LIGHT POLE ON WEST SIDE OF I-55 NEAR STATION 124+00. ELEV. 592.98

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI 55 AT FAP 338 ILLINOIS ROUTE 59
SECTION: (26, 26HB-1&114) R-2

ALIGNMENT, TIES & BENCHMARKS 3

SCALE: 1"=100' DRAWN BY: JB
DATE: 03/14/08 CHECKED BY: ACL

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312.616.0220

-A:\ALT00S06.DGN,-C:\KWOOSON.DGN,-C:\TEMP\BONDHUD.DGN,-R:\WWOOROOD.DGN,-A:\ALT00S06.DGN
3-13-2008,2:02:40 I:\DOCUMENTS\93290\CIVIL\DGN\ALT00S06.DGN BONDHUD
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63